

Estimated Trip Generation (weekday traffic)

Table 5: Current Potential - Scenario 1

	Residential*	Retail	Industrial	Office	Total Trips
	(du)	(sf)	(sf)	(sf)	
Segment 1	1,206	443,805	1,782,423	1,436,761	
Daily Trips	10,348	17,771	9,594	15,383	53,096
Segment 2	867	1,191,394	0	2,005,295	
Daily Trips	7,569	33,533	0	21,308	62,410
Segment 3	40	1,534,919	2,672,075	2,113,348	
Daily Trips	526	39,466	14,009	22,434	76,435
Segment 4	1,310	184,175	0	813,513	
Daily Trips	11,193	10,095	0	8,887	30,175
Total Trips	29,636	100,865	23,603	68,012	222,116

* - Assumed 48% SFD, 38% SFA, and 14% MF.

Table 6: Arcola Area/Route 50 Draft Policies as Recommended by the Planning Commission on May 1, 2006 – Scenario 2a (24 dus/acre)

	Residential**	Retail	Industrial	Office	Total Trips
	(du)	(sf)	(sf)	(sf)	
Segment 1	1,206	824,057	1,529,243	1,277,919	
Daily Trips	8,994	26,456	8,337	13,728	57,515
Segment 2/Hybrid	1,495	833,495	0	1,524,945	
Daily Trips	11,117	26,651	0	16,790	54,558
Segment 3	4,941	2,001,426	0	3,256,450	
Daily Trips	36,434	46,810	0	35,854	119,098
15% Reduction***	30,969	39,789	0	30,476	(101,234)***
Segment 4	1,310	213,351	0	777,045	
Daily Trips	9,754	11,096	0	8,507	29,357
Total Trips	66,299	111,013	8,337	74,879	260,528
Total Trips (15%)	60,834	103,992	8,337	69,501	242,664

** Assumes 50% SFA and 50% MF

Table 7: Arcola Area/Route 50 - Scenario 2b (16 dus/acre)

	Residential**	Retail	Industrial	Office	Total Trips
	(du)	(sf)	(sf)	(sf)	
Segment 1	1,206	824,057	1,529,243	1,277,919	
Daily Trips	8,994	26,456	8,337	13,728	57,515
Segment 2/Hybrid	1,495	833,495	0	1,524,945	
Daily Trips	11,117	26,651	0	16,790	54,558
Segment 3	3,763	2,001,452	0	3,256,455	
Daily Trips	27,780	46,810	0	35,854	110,444
15% Reduction***	23,613	39,789	0	30,476	(93,878)***
Segment 4	1,310	213,351	0	777,045	
Daily Trips	9,754	11,096	0	8,507	29,357
Total Trips	57,645	111,013	8,337	74,879	251,874
Total Trips (15%)	53,478	103,992	8,337	69,501	235,308

*** Assumes a 15% reduction based on mixed use development.

Based on estimated buildout by the Department of Planning (see Buildout Analysis Issues Paper, April 17, 2006)

Trip Rates from ITE Trip Generation Manual 7th Edition

Trip Estimates From Office of Transportation Services